

## Message Text

UNCLASSIFIED

PAGE 01 TOKYO 16456 130205Z  
ACTION OES-09

INFO OCT-01 EA-12 ISO-00 EB-08 DOTE-00 COME-00 XMB-04  
TRSE-00 OPIC-06 /040 W  
-----098480 140809Z /23  
R 130200Z SEP 78  
FM AMEMBASSY TOKYO  
TO SECSTATE WASHDC 1145

UNCLAS TOKYO 16456

FOR OES/APT/SA; OES/APT/BMP; EB/TCA

DEPT. PASS TO DOT

E.O. 11652: N/A  
TAGS: ELTN, TECH, JA  
SUBJECT: TRANSPORTATION DEVELOPMENTS IN JAPAN:  
SHINKANSEN AND MAGLEV

REF: TOKYO 11072

1. MOT PLANS TO SUBMIT A BUDGET PROPOSAL FOR FUNDS TO RECOMMENCE CONSTRUCTION ON FIVE PROJECTED SHINKANSEN LINES THAT HAVE BEEN ON HOLD SINCE THE 1973 OIL CRISIS. THE LINES ARE THE HOKKAIDO (AOMORI-SAPPORO), TOHOKU (MORIOKA-AOMORI), HOKURIKU (TOKYO-OSAKA VIA HOKURIKU DISTRICT), KYUSHU (HAKATA-KAGOSHIMA), AND NAGASAKI (HAKATA-NAGASAKI). IN AN ATTEMPT TO GET FUNDS, MOT IS NOW PROMOTING THE PLANS AS A MEANS OF ECONOMIC STIMULATION. DETAILS OF THE MINISTRY'S PROPOSAL ARE TO BE MADE FINAL BY THE END OF SEPTEMBER.

2. JNR HAS INDICATED THAT COMPLETION OF THE SENDAI SHINKANSEN BY THE END OF 1980 AS SCHEDULED WILL BE "DIFFICULT" AND IN FACT WILL NOT BE POSSIBLE UNLESS PURCHASE OF LAND FOR THE LINE IS COMPLETED BY FEBRUARY  
UNCLASSIFIED

UNCLASSIFIED

PAGE 02 TOKYO 16456 130205Z

OR MARCH OF NEXT YEAR.

3. JAPAN'S MAGLEV PROJECTS (JNR AND JAL) HAVE REACHED THE POINT WHERE CONSIDERABLE FINANCIAL SUPPORT IS NECESSARY FOR FURTHER DEVELOPMENT. MOT, PARTIALLY MOTIVATED BY A DESIRE TO CUT RISING R&D COSTS OUT OF JNR'S RED INK BUDGET, HAS ANNOUNCED PLANS TO "TAKE OVER" JNR'S

MAGLEV R&D NEXT YEAR SO THAT IT CAN PUSH FOR "EARLIEST POSSIBLE PRACTICAL APPLICATION." LIBERAL DEMOCRATIC PARTY BACKING OF JAL MAGLEV (REFTEL) HAS CAUSED MOT TO BEGIN DEVELOPING MEANS OF SUPPORTING THE PROJECT. MOT IS ASKING FOR SUPPLEMENTARY FY 78 BUDGET APPROPRIATION OF YEN 100 MILLION EACH FOR JNR AND JAL MAGLEV PROJECTS. JAL WOULD BE PAID MONEY AS A RESEARCH FEE. LONG-RUN PLANS CALL FOR A NONPROFIT FOUNDATION TO OVERSEE MAGLEV R&D WITH YEN 4 BILLION FOR THE JAL HSST IN FY 79. ORGANIZATIONAL MATTERS HAVE NOT YET BEEN WORKED OUT AND THE FORM THIS FOUNDATION MAY TAKE (IF ANY) IS NOT CLEAR. WHETHER JNR'S WORK WOULD BE UNDERTAKEN BY THE SAME FOUNDATION IS ALSO NOT CLEAR. MOT INTEREST IN PROMOTING THE HSST, ESPECIALLY FOR THE NARITA RUN, IS QUESTIONABLE. IN PAST, MOT HAS NOT BEEN FAVORABLY INCLINED TOWARD JAL PROJECT. MINISTRY SEES LONG RANGE MAGLEV TRAINS AS DEVICE FOR RECOVERING MUCH OF PASSENGER SERVICE RAILROADS HAVE LOST TO DOMESTIC AIRLINES. NARITA RUN WOULD WORK AT CROSS-PURPOSES TO THIS ECONOMIC CONSIDERATION.

4. JNR'S TEST TRACK IS NOW BEING EXTENDED FROM 4 KM TO 7.1 KM AND MAGLEV VEHICLE IS EXPECTED TO ATTAIN TARGET SPEED OF 500 KPH NEXT SUMMER. MOT IS REQUESTING YEN 10 BILLION FOR FY 79 TO CONSTRUCT A 40 KM TEST TRACK IN AN AREA RESERVED FOR SHINKANSEN. MINISTRY OFFICIALS HAVE EXPRESSED INTEREST IN USING MAGLEV ON A PROPOSED UNCLASSIFIED

UNCLASSIFIED

PAGE 03 TOKYO 16456 130205Z

TOKYO-KOFU-NAGOYA-OSAKA ROUTE ON WHICH CONSTRUCTION WOULD BEGIN IN 1985. MANSFIELD

UNCLASSIFIED

NNN

## Message Attributes

**Automatic Decaptioning:** X  
**Capture Date:** 01 jan 1994  
**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
**Concepts:** TRANSPORTATION, FUND ALLOTMENT, CONSTRUCTION  
**Control Number:** n/a  
**Copy:** SINGLE  
**Draft Date:** 13 sep 1978  
**Decaption Date:** 01 jan 1960  
**Decaption Note:**  
**Disposition Action:** n/a  
**Disposition Approved on Date:**  
**Disposition Case Number:** n/a  
**Disposition Comment:**  
**Disposition Date:** 01 jan 1960  
**Disposition Event:**  
**Disposition History:** n/a  
**Disposition Reason:**  
**Disposition Remarks:**  
**Document Number:** 1978TOKYO16456  
**Document Source:** CORE  
**Document Unique ID:** 00  
**Drafter:** n/a  
**Enclosure:** n/a  
**Executive Order:** N/A  
**Errors:** N/A  
**Expiration:**  
**Film Number:** D780373-0700  
**Format:** TEL  
**From:** TOKYO  
**Handling Restrictions:** n/a  
**Image Path:**  
**ISecure:** 1  
**Legacy Key:** link1978/newtext/t19780969/aaaacffo.tel  
**Line Count:** 96  
**Litigation Code IDs:**  
**Litigation Codes:**  
**Litigation History:**  
**Locator:** TEXT ON-LINE, ON MICROFILM  
**Message ID:** ec7bb350-c288-dd11-92da-001cc4696bcc  
**Office:** ACTION OES  
**Original Classification:** UNCLASSIFIED  
**Original Handling Restrictions:** n/a  
**Original Previous Classification:** n/a  
**Original Previous Handling Restrictions:** n/a  
**Page Count:** 2  
**Previous Channel Indicators:** n/a  
**Previous Classification:** n/a  
**Previous Handling Restrictions:** n/a  
**Reference:** 78 TOKYO 11072  
**Retention:** 0  
**Review Action:** RELEASED, APPROVED  
**Review Content Flags:**  
**Review Date:** 29 mar 2005  
**Review Event:**  
**Review Exemptions:** n/a  
**Review Media Identifier:**  
**Review Release Date:** N/A  
**Review Release Event:** n/a  
**Review Transfer Date:**  
**Review Withdrawn Fields:** n/a  
**SAS ID:** 1441871  
**Secure:** OPEN  
**Status:** NATIVE  
**Subject:** TRANSPORTATION DEVELOPMENTS IN JAPAN: SHINKANSEN AND MAGLEV  
**TAGS:** ELTN, TECH, JA  
**To:** STATE  
**Type:** TE  
**vdkgvwkey:** odbc://SAS/SAS.dbo.SAS\_Docs/ec7bb350-c288-dd11-92da-001cc4696bcc  
**Review Markings:**  
Sheryl P. Walter  
Declassified/Released  
US Department of State  
EO Systematic Review  
20 Mar 2014  
**Markings:** Sheryl P. Walter Declassified/Released US Department of State EO Systematic Review 20 Mar 2014